

TO ALL FLEET VESSELS

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Date: 2021.10.11

In The Name Of God

Dear Captain,  
Good Day,

Pl's find attached file "Safety Measures at Porbandar - India" for your kind attention and necessary precaution measures.

You are requested to confirm receipt, discuss the contents in the next consolidated meeting on board & keep a copy in the file DA-11 .

BEST REGARDS

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## **CIRCULAR - Safety Measures at Porbandar Port**

Whereas this office had circulated Safety Measures during Monsoon period vide no. GMB/POP/ T/163 dated 25.05.2021 and now, that monsoon season of the year 2021 is over and whereas any weather disturbances in the Arabian Sea is likely to quickly affect Porbandar port due to its location requiring operating vessels and Port administration to exercise due diligence towards such disturbances at all time, therefore after Monsoonic season and in suppression of above mentioned Monsoon Period Circular no. 163 dated 25.05.2021, following advisories (precautions to be taken) is being issued hereby for vessels arriving/operating at Porbandar port.

1. All vessels to anchor at safe distance from break water. Pre arrival information to be passed on timely to all concerned parties and to be followed up for strict compliance.
2. Vessels to confirm good condition of mooring winches and mooring hawsers.
3. Only after berthing plan is confirmed, the vessel may approach close to break water.
4. Master and pilot will discuss and decide on the pilot boarding point as required giving due regard to safety of life and property in prevailing weather conditions. If boarding/disembarkation of Pilot is not possible as required due to wind/sea/swell/weather, then berthing/unberthing should be rescheduled accordingly.
5. Pilot shall give due guidance to boarding point which must be strictly followed by the vessels master.
6. Safe fore & aft clearance of about 20mtrs shall be considered for berthing two vessels at GMB and SCL jetty simultaneously. However, fore and aft clearance may be increased as may be decided by the port due to other reasons.
7. All vessels to be equipped with extra strong mooring lines forward and aft each to secure their vessel safely at Berth including keeping spare ropes giving full regard to prevailing weather conditions and standard practices of the seamanship and should exercise due diligence at all time.

8. While the vessel is at berth all mooring lines to be tended regularly to avoid un-due surging of vessel.

9. All vessel Agents/Masters to take extreme precautions with respect to bad Weather during entire stay of the vessel at Port. Port Tugs GMB2/GMB3 shall be standby on CH14/16 at all times if any assistance required at any given time. However, for the use of tug applicable charges will have to be paid by the user as per rules.

10. The vessel in ballast condition should draw adequate draft and trim to achieve 100% Propeller submergence for effective maneuverability.

11. Engines should be kept on short notices giving regards to prevailing weather conditions.

12. The ship's owner/ manager and master of all vessels should exercise due diligence and display reasonable care and skill to ensure safe and pollution free operation and stay while at this port.

13. Pilot ladder combination is generally rigged about 4 meters above the water level, however same to be confirmed by the vessel prior approaching for berthing. It has been observed that in case of many vessels lowest platform of combination Gangway and lowest step of pilot ladder are more or less at the same level. This increases the risk of port tug hitting the gangway during pilot boarding due to swell/sea. Therefore, it is to be ensured that lowest platform of combination gangway remains minimum 3-4 meters above the lowest step of pilot ladder. Also, Combination gangway to be positioned in such a way that lowest platform of the combination gangway doesn't obstruct upward movement of pilot on the vertical pilot ladder.